

Shipping

SIBERIA WILL CARRY SUGAR MILL MACHINERY FOR FORMOSA

The Pacific Mail liner Siberia, to arrive from San Francisco at an early hour tomorrow morning, will be supplied with sugar between three and four hundred tons sugar mill machinery, the product of the Honolulu Iron Works, which is destined for the big plantations on the island of Formosa.

The Siberia will presumably remain here for twenty-four hours pending the loading of the heavy pieces of machinery, which is to serve to convert a nine-roller German and a nine-roller English sugar mill into twelve roller sugar mill plants.

The shipment of Formosan plantations includes several very heavy pieces of machinery, which had they not been forwarded in the Pacific Mail liner, would have to await a special chartered vessel to convey them to the island possession of the Japanese empire.

The shipment of Honolulu-made sugar mill machinery in a Pacific Mail steamer has not been attempted for many months on such an extended scale as is now contemplated by the dispatch of the mill in the Siberia.

The Siberia is due to arrive off the harbor at seven o'clock tomorrow morning and within a few hours will be alongside Alaka wharf, where 316 tons freight from San Francisco will be discharged. The Pacific Mailer is bringing 35 cabin passengers and 228 sacks of later mainland mail to the islands.

Owing to the quantity and bulk of the cargo to be shipped to Formosa, the length of stay of the Siberia at this port has not yet been fully determined.

Auckland Harbor Preferred to Sydney.

VANCOUVER, B. C., July 27.—According to information brought from Australia by the liner Marama, arrangements are now being made by the British Admiralty in Australia for the transfer of the British naval base in the Antipodes from Sydney to Auckland next year. In regard to this matter, Captain Rollinson, R. N., who is in charge of affairs at Sydney, and who was sent by the Admiralty to arrange for a change of ports, stated that the Auckland harbor was one of the finest in the world, the only trouble being the amount of silt which accumulates on its shores.

"Auckland will be the headquarters of the fleet, and the place for the storage of provisions and fuel," he stated. "Full use will be made of the admiralty's reserve at Devonport, and our rights over Calliope Dock. The admiralty will not build a new dock, as the Calliope dock is capable of holding a second-class cruiser. The number of officers and men on board the ships attached to the base will be 1,100. I am more than delighted with New Zealand's imperialism. The atmosphere is charged with loyalty to the King and country which is quite refreshing. Everyone is wonderfully keen about the whole business."

In regard to the Dominion of Australia's new battleship, the New Zealand, Captain Rollinson stated that it would be the last word in naval architecture and fighting efficiency. The armor will extend right around the hull, and she will be fitted with every new torpedo catching appliance.

Many Ships Building.

LONDON, July 24.—Bearing upon the prosperous condition of the shipping trade are the quarterly returns of Lloyd's register of shipping. These figures constitute an absolute record in the history of shipping construction. On June 30 there were, excluding warships, no less than 529 vessels of about 1,776,000 tons gross under construction. This number included 482 steam vessels of 1,762,000 tons and 37 sailing vessels of 11,000 tons. The total shows an increase of 87,000 tons on the preceding quarter and of 298,000 tons as compared with a year ago. It is perhaps less satisfactory that warships under construction also constitute a record of 503,000 tons against the previous highest of 454,100 tons in 1900.

At the present time there is little doubt that freight rates are high and generally rising. At the same time if the present rate of output of new ships is maintained, some of them will be produced on competitive routes.

To Build New Tanker.

Another new tank steamer for the oil trade on this coast will be built at Newport News by the Associated Oil Company, according to announcement made by the local office. The proposed vessel will be of the same size as the J. A. Chanslor and the W. F. Herrin, which ply regularly between San Francisco and the Columbia river. With her added to the fleet the Associated Oil Company will have five tankers in regular service on the coast.—Chronicle.

Flies Japanese Flag.

Again the well known British steamer Bannockburn has changed lands, and this time she changes her register once and for all to the Japanese flag, becoming one of the many

vessels operating for the Nippon Yusen Kaisha. That company recently purchased a 1300 ton freighter, which was being built at the Russell Shipbuilding Yards in England. A year ago the Bannockburn was acquired by the Jersam Shipping Company for \$210,000 and was at that time renamed the Hifi Craig. Now she is sold to the Nippon Yusen Kaisha for \$270,000, a price indicating how badly large capacity freighters are needed in the Orient.—Chronicle.

Mauna Loa Soon Ready for Sea.

The Inter-Island steamer Mauna Loa, which has been out of commission for several months past pending a general overhauling of hull and machinery, is to go into service within a month according to the present calculations of the management of the Inter-Island. The Mauna Loa will be practically rebuilt when the liner resumes the service between Honolulu and the Hawaii ports. The addition of several new and commodious cabins is one feature that will be appreciated by the traveling public.

Inter-Island Steamers Bound Home-ward.

Two Inter-Island steamers are destined to arrive at Honolulu this week with shipments of sugar according to report received in this city with the arrival of the steamer Likie. The Iwalandi is said to be due on Saturday with 5000 sacks of Honolulu sugar. The Wailele from Honolulu and Kulehale is to return to Honolulu tomorrow with 10,000 sacks sugar and 20 head cattle.

Marama Makes Brief Stay.

Bringing forty passengers for Honolulu and a very small amount of freight, the Canadian-Australian liner Marama from Victoria made a brief stay at the port yesterday evening, the liner departing for Sydney at midnight. A dozen cabin passengers joined the vessel at this port for Suva, Auckland and Sydney. The steamer met with fine weather for the better part of the voyage, and an enjoyable program of deck sports was the feature of the trip.

Virginian to Sail for Salina Cruz on Monday.

Monday has been set as the date of departure of the American-Hawaiian freighter Virginian from Hilo for Salina Cruz, the vessel taking the regular 12,000 tons sugar with a fair shipment of preserved pineapples destined for European and United States ports. The Virginian left Honolulu Sunday evening for island ports to complete cargo for the isthmus of Tehuantepec.

Prosper to Go on Marine Railway.

The American schooner Prosper, soon to be discharged of a shipment of lumber consigned to the Oahu Railway & Land Company will go on the local marine railway with the close of the week. This vessel is then to proceed to the Sound for cargo. Captain Larsen has arranged to sign on a complete new crew before leaving this port.

Nile Coming with Small Cargo.

Less than 200 tons Oriental cargo are to be discharged from the Pacific Mail liner Nile upon the arrival of that vessel at Honolulu Aug. 19th. The Nile is en route from Hongkong, via Japanese ports, to Honolulu, and it is understood the vessel is bringing a hundred or more Filipinos for the island sugar estates.

Hyades Leaving for Island Ports.

It is the recent intention to dispatch the Matson Navigation freighter Hyades for island ports this evening. The Hyades has a large quantity of general cargo and lumber for discharge at Kahului, Kaanapali, Port Allen and Hilo. This vessel is to receive a full shipment of sugar for the coast refineries.

Missourian Bringing New York Cargo.

Cargo from New York leaving the east coast of the United States in the Kentuckian and Georgian and manifested as west-bound freight Nos. 287 and 288, due to arrive at Honolulu and August 19th in the steamer Missourian. The vessel will also bring freight from Puget Sound ports to and including August 10th.

Several trans-Pacific liners got into communication with Kahuku wireless last night, the following message, among others, having been received: M. S. S. Wilhelm, en route from Honolulu to San Francisco, 8 p. m., Aug. 14.—One hundred and two miles from Honolulu; sea smooth, light winds, weather fine.

Sugar to the extent of 6763 sacks was received this morning with the arrival of the Inter-Island steamer Likie from Hawaii ports. The vessel brought a quantity of empty gasoline tanks, 93 pieces of galvanized iron pipe and packages of sundries. The Likie met with fair weather and smooth seas on the homeward voyage.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Aug 12	4:00	2:30	4:12	2:36	4:24	2:42
13	4:40	2:10	4:12	2:36	4:24	2:42
14	5:17	1:50	4:12	2:36	4:24	2:42
15	5:50	1:30	4:12	2:36	4:24	2:42
16	6:21	1:10	4:12	2:36	4:24	2:42
17	6:50	0:50	4:12	2:36	4:24	2:42
18	7:16	0:30	4:12	2:36	4:24	2:42

New moon Aug. 12, 9:27 a. m.

WEATHER TODAY

Honolulu, T. H., August 15.
Temperature—6 a. m. 74; 8 a. m. 77; 10 a. m. 80; 12 noon, 81. Minimum last night, 73.
Wind—6 a. m. 10 N. E.; 8 a. m. 10 N. E.; 10 a. m. 11 E.; 12 noon, 10 N. E. Movement, past 24 hours 181. Barometer at 8 a. m. 30.02. Relative Humidity, 8 a. m. 71. Dew-point at 8 a. m. 67. Absolute Humidity, 8 a. m. 7.072. Total rainfall during past 24 hours, T.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Thursday, August 15.

SAN FRANCISCO—Arrived, Aug. 15, 12 m. S. S. Sonoma, hence Aug. 9. **SAN FRANCISCO—Arrived, Aug. 15, 12 m.** S. S. Manchuria, hence Aug. 9. **SAN FRANCISCO—Arrived, Aug. 15, 12 m.** S. S. California and U. S. S. South Dakota, 1 p. m.; hence Aug. 6. **SALINA CRUZ—Arrived, Aug. 11, 8 a. m.** Mexican, from Hilo July 28. **SAN FRANCISCO—Arrived, Aug. 15, 12 m.** Muriel, from Hana July 20.

AEROGRAF.

S. S. SIBERIA will dock at Alaka wharf early tomorrow (Friday) morning and probably sail for Yokohama Saturday a. m.

ARRIVED

Wednesday, Aug. 14.
Vancouver and Victoria—Marama, C-A. S. S., 5 p. m.

DEPARTED

Wednesday, Aug. 14.
Sydney via Fiji and New Zealand ports—Marama, C-A. S. S., midnight.

PASSENGERS DEPARTED

Per C-A. S. S. Marama for Sydney, via Suva and Auckland: Mr. and Mrs. C. H. Franks, Mrs. M. Clonan, Miss Dolly Clonan, Miss Letty Clonan, Mr. and Mrs. W. W. Wright, Miss Wright, Master Jacobson, Mr. and Mrs. R. Allen, Miss J. Ogle, A. W. McClelland, Mr. and Mrs. A. Yager, P. G. Ogden.

PASSENGERS BOOKED

Per str. W. G. Hall, for Kauai ports, Aug. 15.—W. T. Frost, A. Robinson, S. Robinson, Francis Gray, Miss M. Akana, Miss E. Edwards, H. E. Pat. Per str. Claudine, for Hilo, via way ports, Aug. 16.—Alexander Hume Ford, Mrs. John E. Schmidt, Miss Mabel Hubbard, Jno. Catton, Mrs. A. A. Rosehold and infant, Lily K. Auld, M. Jacob, Mrs. Dickinson, Alice Dickinson, O. Oaki, A. Fukuda, two children and maid, Miss Hunter, L. Tobrina, E. H. Nagel, M. Jacob, Mrs. Saffery, Miss Saffery, M. G. Paschall, Eva Paschall, August Paschall, D. L. Withington, W. H. Hoogs, Jr., C. A. Doyle, Mrs. Kapohakimohewa, W. J. Coelho, A. R. Hindt, Maria S. Perreira, Gladys Halna, J. Guard, Mrs. Roback, Miss Flora Medeiros, Herbert Turner, John Haglund.

Per str. Mauna Kea, for Hilo, via way ports, Aug. 17.—Lieut. Stewart and wife, Mr. Gates and party, D. B. Wood, C. B. Hall, R. B. Anderson, wife, infant and nurse; Mrs. Geo. Kluegel, A. Ross and party, Miss Fannie Moir, Mrs. W. W. Cullum, Mrs. J. C. Evans, Miss M. McClymont, C. C. Von Hamm, R. W. Perkins, Mrs. Wright, Miss Annie Boyd, Miss Coolidge, Mrs. E. S. Cunha, Mrs. C. B. Hind, Miss K. McIntyre, H. L. Kerr, R. I. Lillie, Miss Julia Gull, Miss A. Wicke.

Per str. Kilauea, for Kona and Kau ports, Aug. 20.—A. H. Hanna, Mr. and Mrs. Thos. N. Haas and infant, Miss E. de la Nux, Mrs. L. A. de la Nux, Miss Z. de la Nux, Miss Ina Fugerson, Mrs. J. D. Ackerman and infant, Lily Bush, Julia Lazar, Thos. N. Haas, Jr. Mr. and Mrs. E. E. Conart, Miss Lina Conart, Miss Nellie Conart, Miss Alice Child, Raymond Conart, Miss Mary Akana, Mrs. Kamala Akana, Miss D. Waldron, Judge

Two Liners Reach San Francisco.

Two liners from Honolulu to San Francisco reached the Golden Gate at the same hour this afternoon according to a cable received at the local branch of the Merchant's Exchange. The Donoma from Australia was an arrival at noon as was the Pacific Mail steamship Manchuria which sailed from Honolulu on August 9th. The Manchuria left here in a morning while the Sonoma followed at five o'clock in the afternoon. Both steamers carried mail from island ports to San Francisco.

The Pacific Mail liner Nile, scheduled to sail for San Francisco next Tuesday, will carry mail to the mainland.

The Pacific Mail liner Korea, sailing from Honolulu on August 1st, arrived at Yokohama last Monday.

ODDS AND ENDS AT THE PORT

The Pacific Mail liner Siberia, from San Francisco, due to arrive here early tomorrow morning, will bring down the next mail from the mainland.

The Inter-Island steamer Claudine is on the berth for departure for Maui and Hawaii at 5 o'clock tomorrow taking passengers, mails and a general cargo.

The next steamer leaving here with mail and passengers for the Colonies will be the Oceanic steamship Sonoma, scheduled to depart for Sydney on September 2.

A heavy freight for Kohala, Paaulo, Laupahoehoe and Papaaloa left today in the Inter-Island steamer Helene. The vessel carried a later mail for the big island.

A very small amount of cargo was left at this port last evening by the Canadian-Australian liner Marama. The vessel brought a later mail from the Canadian Northwest.

With a general cargo, the Inter-Island steamer W. G. Hall is to sail for Kauai ports at 5 o'clock this evening. The vessel will carry a small list of cabin and deck passengers.

Owing to a delay in securing a sufficient quantity of water, the Canadian-Australian liner Marama was delayed until midnight in sailing for Suva, Auckland and Sydney.

OPIUM FOUND IN QUEER PLACES.

MANILA, July 20.—Yesterday was a banner opium grab day, two good hauls being made, one on the Loongsang and another on the Zafiro, which had just arrived from Hongkong. No arrests were made in either case.

Forty tins of the dope, weighing about ten kilos and valued at 2,000 pesos, were found yesterday morning on the Loongsang by the custom's inspector on board. The vessel arrived from Hongkong last Tuesday and the opium was concealed all the time in the brine tank of the freezing engine until discovered yesterday. The vessel was immediately seized by the customs authorities but was released on bond in order to sail for Hongkong on her regular trip at 3 p. m.

The Zafiro, which arrived yesterday from Hongkong, was boarded at Mariveles by the custom's secret service men who made a thorough search as she came up from Mariveles, with the result that 35 tins were found in one of the drawers in the chart room.

The tins were done up in three packages with wrapping paper and made to resemble an ordinary square bundle. As yet no arrests have been made on this case but it is suspected that the dope was put in the chart room by a member of the steward's department.

When Captain Smith, commander of the Zafiro, arrived in port yesterday he was informed of the haul made a few hours previous on the Loongsang and of the dope supposed to be on the steamship Team which arrives Friday. The captain remarked that he did not think there was any dope on board, little dreaming that there was 1,875 pesos worth hidden in a drawer of his chart room, not five feet from where he stood at the time.

HAWAIIAN NUMBER OF "OUR NAVY" JUST OUT

The Hawaiian number of "Our Navy," the monthly magazine published in the interests of the service in general and of the enlisted men of the navy in particular, has just been received here. It carries, including the covers, 108 pages of attractive general reading and advertising plentifully illustrated by clear half tones, and is, generally speaking, a credit to the publishers and to the islands which it describes.

The leading article is devoted to the engineering and naval features of Pearl Harbor, and is of considerable interest. There are other stories dealing with the islands, and especially the volcano trip, from the seaman's standpoint. The magazine carries a considerable amount of local advertising, and should sell well here.

PORTLAND OFF ORIENTAL LINE

VANCOUVER, B. C., July 30.—After August 1 Portland, Ore., formerly one of the most important ports of call for the Waterhouse line freighters, will be off the map as far as Oriental trade is concerned, as that well known steamship company has announced that as their contract expires on that date, their service to that port will be discontinued.

For some time the Waterhouse line has been operating under contract with the Oregon-Washington Railroad and Navigation company, and although the steamship company claim they have been losing money on this run, they were compelled to live up to the agreements of the contract.

Efforts have been made on the part of Mr. R. B. Miller, traffic manager of the O. W. R. & N. Co., and the Portland Chamber of Commerce to secure vessels or charter steamers which could maintain the service. They declare, however, that freighters now being in such a demand on this coast, it is altogether impossible to secure them and operate this service, without incurring a very heavy loss.

Now the Chamber of Commerce has appointed a special committee to investigate the matter thoroughly, and a canvass is being made among all steamship companies, both American and foreign to see if another service cannot be secured at a reasonable cost.

Threaten to Leave.

That the final banishment of this steamship line will injure Portland commerce and trade is a foregone conclusion and various industries who depend upon Oriental goods to manufacture this products, and who depend upon a local shipping service to reach the eastern markets have expressed the intention of removing their plant and factories to some other city maintaining a direct service. They claim that unless they make this move, they could not ship their goods from Portland to other cities with an Oriental service without incurring a severe financial loss.

Regarding the matter, Mr. T. B. Wilcox, president of the Portland Flouring Mills, who are recognized as being the heaviest shippers of flour to the Orient, stated he had volunteered to lead the west bound boats to their capacity every trip, and that he, personally, did not see how the railroad would run their service at a loss.

To his knowledge, however, the Nippon Yusen Kaisha, one of the foremost Oriental liners operating to this coast, had refused to establish a Portland service, a they were already acting under an agreement with the Chicago, Milwaukee and St. Paul company, running their steamers to Tacoma and Seattle. The Dollar Steamship company of San Francisco also had the proposal under consideration but could not promise to operate a regular service, as their vessels were in great demand as tramps.

The only way now left upon to Portland shippers, outside of sending their goods by rail to other ports for shipment, which would prove to be highly unprofitable in the main, is to rely on tramp steamers and wind jammers which would be a very irregular and inefficient service.

"Since 1895 Portland has enjoyed an Oriental service," said Mr. Wilcox, "although at times it was not all that could be expected. But during the time it was in the hands of the O. R. & N. company a large amount of cargo was handled and a great many passengers of the steerage class carried. In addition to the cargo that moved to and from Portland, large lots were delivered here from rail ports in the east and west, while the vessels brought heavy consignments that moved over the Harriman system to the east."

That all that changed when control of the Portland & Astoria Steamship passed to the Pacific Mail Steamship company, the main marine body of the Harriman interests. Steamer business was given up as unprofitable, and in time the transcontinental freight that moved through Portland was cut off for the benefit of the Pacific Mail and San Francisco. In fact, previous to the transfer of the charters of the Norwegian steamers a year ago to Frank Waterhouse & Co., of Seattle,

NEW TODAY

NOTICE.
Jacob Ordenstein will act for me in all matters, with my full power of attorney.
(Signed) M. E. SILVA.
5315-1m.

PUNCHBOWL LOTS

(Continued from Page 1)

this morning that the crowd began gathering at 9 o'clock, three hours before the sale, and a number even penetrated to the Governor's office with their appeals for the privilege of purchase before the auction began.

The sale took place at the Bandstand on the Capitol grounds.

Wild, frenzied climax to the struggle for land supremacy on the Punchbowl tract was reached when a crowd of several hundred men and women, principally Portuguese who already own homes on the land, gathered around Land Commissioner Tucker and in their scramble to obtain some of the seventy-seven remaining lots at public auction, shot the prices skyward by astonishing leaps.

A conservative prediction may be made, while the total figures are not yet available, that the prices at which these last pieces were sold were four times more than the upset valuations.

In no instance was the upset value more than a few hundred dollars, yet of the first fifteen lots sold only one went for less than \$1,000. The highest price, at that time, was \$2,060, for lot No. 1 of Block No. 4, while most of the sales ranged between \$1,200 and \$1,900.

Bids were raised \$200 and \$300 at a jump, and ran up so rapidly that the entire sale was completed in less than two hours.

FATHER EMMERAM DEAD ON MOLOKAI

(Continued from Page 1)

stopping at all the ports if it stops at one.

This morning, a wireless was received by Father Valentin, sent from Lahaina by Father Maurus. This message was dated August 15, 9:13 a. m., and read: "Father Maxime died suddenly from acute appendicitis." This was followed by the wireless received at 10:12 from Superintendent J. D. McVeigh saying that Father Emmeram was dead.

Feared for Father Maxime.

For awhile, Father Valentin was unable to tell whether both had died or not and he was inclined to think that Father Maxime was the one who had been stricken suddenly, especially as Father Maxime, who has charge of the work at Kalaupapa, Molokai, had written earlier during the week saying that he was very ill.

Shortly before noon, the wireless office telephoned Father Valentin saying that a mistake had been made at Lahaina and that the message reading Father Maxime was dead, should have substituted the name of Father Emmeram for Father Maxime.

John F. Bates and Howard C. Duke, the soldiers indicted some time ago on Veigh saying that Father Emmeram the charge of burglarizing the Pacific saloon, entered a plea of guilty this morning before Judge Whitney. The former was given a sentence of not less than two years and six months, and the latter a term of one year and six months in prison.

On his own application Colonel John Conklin, commanding the Second Field Artillery at Vancouver Barracks, Washington, was placed upon the retired list after more than thirty-one years' service.

Colonel Conklin is a native of New York and was graduated from the Military Academy in June, 1884, and from the Artillery School in 1890. His entire service has been in the artillery arm of the service, in which he reached the grade of colonel last February.

He is a poor chauffeur who doesn't know what he is driving at.

NEW TODAY

NOTICE.
Jacob Ordenstein will act for me in all matters, with my full power of attorney.
(Signed) M. E. SILVA.
5315-1m.

UNITED STATES IMMIGRATION OFFICE.—Sealed proposals will be received at this Office until 2 o'clock p. m. on Wednesday, August 28, 1912, and then opened, for the exclusive privilege of furnishing food to detained aliens and maintaining a restaurant at the Honolulu Immigration Station, for a period of three years commencing October 1, 1912. Particulars as to conditions and limitations governing bidders may be obtained upon application to Richard L. Halsey, Inspector in Charge.

5315—Aug 15, 17, 19

No. 282. TERRITORY OF HAWAII.

COURT OF LAND REGISTRATION. TERRITORY OF HAWAII TO H. C. CARTER; MALIA KAHAKAUWILI; GEORGE RODIEK; TERRITORY OF HAWAII, by Alexander Lindsay, Jr., Attorney General, and Marston Campbell, Superintendent of Public Works; CITY AND COUNTY OF HONOLULU, by Joseph J. Fern, Mayor and President of the Board of Supervisors; TRUSTEES OF THE ESTATE OF B. P. BISHOP; WIFE OF W. I. KAUIWE; J. H. BARENABA; and to ALL whom it may concern:

WHEREAS, a petition has been presented to said Court by MARIE KAPO HUMPHEYS to register and confirm her title in the following-described land:

Portions of R. P. 707, L. C. A. 10613, Ap. 10, to A. Paki, and R. P. 4500, L. C. A. 6233, Ap. 3, to Kahakaipo, and being Lot 5 of the Niolapa Lots, a subdivision made by the Trustees of the Estate of Bernice P. Bishop.

NUUANU AVENUE, LAIHI, HONOLULU, OAHU.

Beginning at a galvanized iron pipe at the South corner of this Lot and on the Northwest side of Nuuanu Avenue, the true azimuth and distance being 63° 00' 60.3 feet from a street monument in the center of Nuuanu Avenue to said point of beginning, and the co-ordinates of said street monument referred to Government Survey Trig. Station "Rosebank" are 1346.8 feet North and 357.5 feet West, and running by true azimuths:

1. 218° 29' 170.0 feet along the North-west side of Nuuanu Avenue to a galvanized iron pipe;
2. 128° 29' 418.0 feet along Lot 6 of the Niolapa Lots to a galvanized iron pipe;
3. 55° 10' 95.0 feet to a galvanized iron pipe;
4. 318° 32' 452.5 feet along Lot 4 of the Niolapa Lots to the point of beginning.

Area, 56,330 square feet.

You are hereby cited to appear at the Court of Land Registration, to be held at the City and County of Honolulu on the 10th day of September, A. D. 1912, at two o'clock in the afternoon, to show cause, if any you have, why the prayer of said petition should not be granted. And unless you appear at said Court at the time and place aforesaid your default will be recorded, and the said petition will be taken as confessed, and you will be forever barred from contesting said petition or any decree entered thereon.

Witness the Honorable W. L. WHITNEY, Judge of said Court, this 14th day of August, in the year nineteen hundred and twelve.

Attest with Seal of said Court: (Seal) JOHN MARCALLINO, Registrar.

5315—Aug 15, 22, 29; Sept 5

WANTS

WANTED.

Position, temporary or permanent, by competent stenographer holding highest degrees in shorthand. Phone Y. M. C. A. or Smith, 1007.

5315-1m.

LOST.

Bunch of keys. Finder please return to Hon. Brew & Malt Co.